



YOUR LINK TO THE NEW LINDAU LANE PROJECT PAVES THE PATH FOR THE SOUTH LOOP DISTRICT



LINDAU LANE east of 24th Avenue will feature an urban, pedestrian-friendly streetscape.

A major improvement project on Lindau Lane will maximize jobs, improve safety and leverage private retail, office, hotel, restaurant and residential developments in Bloomington’s South Loop District, an urban center at the crossroads of the metro area’s transportation network.

Lindau Lane currently runs between Mall of America (MOA) and retailer IKEA, from TH 77 east to 24th Avenue. See map, above right. The Lindau Lane improvement project will extend the street to 30th Avenue. The project also incorporates safety improvements to reduce crashes near IKEA Way at Lindau Lane, Bloomington’s highest-crash intersection.

The entire project will create 350 on-site and 650 indirect (off-site supplier and manufacturing) jobs. By 2020, development leveraged by the street improvements is projected to provide an additional 8,000 jobs in South Loop.

According to Community Development Director Larry Lee, extending Lindau Lane will set the stage for the type of pedestrian-oriented,



urban development the City wants to promote in the South Loop District.

“The project will make the area more pedestrian-friendly and accessible,” Lee said. “Public space along the new street will serve as a gathering place for the community and connect the district’s two signature developments – MOA and Bloomington Central Station. Lindau Lane will also be designed to encourage walking, biking and the use of bus transit.”

The reconfigured and extended Lindau Lane is a key element of the South Loop District Plan. The plan intends to leverage federal, state and regional investments already in place, such as light rail and bus transit, Minneapolis-St. Paul International Airport, regional freeways and the

Minnesota Valley National Wildlife Refuge. It also takes advantage of private investments, including MOA, Bloomington Central Station and sites that are ripe for development.

Funding for the project will come from the State of Minnesota and the City’s liquor and lodging tax revenues. Property taxes from residents and businesses will not be used for the City’s portion of the funding.

Preparation for the Lindau Lane project is underway with construction scheduled to begin in 2012.

For more information on South Loop developments, visit the City’s website.

WEBSITE KEYWORDS: SOUTH LOOP.



WATCH FOR FLASHING YELLOW LIGHTS NEW CROSSWALK SIGNS IMPROVE PEDESTRIAN SAFETY



To improve the safety and visibility of pedestrians crossing at Oak Grove Middle School, West 106th Street, and Jefferson High School, West 102nd Street, the City installed new crosswalks and Rectangular Rapid Flashing Beacon signs.

According to Traffic Engineer Amy Marohn, one of the key factors in improving pedestrian crossing safety is to improve pedestrian visibility.

“Current research that evaluated several pedestrian crossing treatments showed that driver awareness of pedestrians was greatly enhanced when pedestrian-activated flashing beacons were added to the crosswalk signs,” Marohn said.

Using the signs is as easy as pushing the buttons that activate the flashing yellow lights.

Responsibility of drivers

Minnesota Statute 169.011 states that a driver must stop to yield to a pedestrian that is within the crosswalk. The driver may proceed only after the pedestrian has passed the lane in which the vehicle is traveling.

Responsibility of pedestrians

Pedestrians approaching a roadway to cross should wait for a gap in traffic before leaving the curb. Pedestrians are considered “in the crosswalk” once they have left the curb, but not when still standing on the side of the road. Pedestrians should only cross within a marked crosswalk or at an intersection (marked or unmarked, this is still a legal crosswalk). Remember always to try to make eye contact with approaching drivers to ensure that they are aware of your presence in the crosswalk.

For more information, contact Amy Marohn at amarohn@ci.bloomington.mn.us.

TH 169/I-494 INTERCHANGE PROJECT UPDATE RECONFIGURATION ON SCHEDULE FOR COMPLETION IN FALL 2012

The TH 169/I-494 interchange project that began last spring is on schedule for completion in November 2012. The interchange reconstruction will improve safety and mobility along TH 169 by converting the expressway to freeway-equivalent functionality.

- Project work includes:
- Reconstructing the interchange by replacing the stoplights with six freeway-to-freeway ramps.
 - Removing traffic signals along TH 169.
 - Connecting the north and south frontage roads under TH 169 through a series of roundabouts.

In 2011, northbound TH 169 and the new Washington Avenue Bridge spanning I-494 were completed and four of the six roundabouts on the

frontage road system were scheduled to be open to traffic. Construction will continue this winter on retaining walls and bridges in the interchange area.

Throughout the winter, traffic on northbound TH 169 will travel on the reconstructed portion of the northbound lanes. Southbound traffic will remain in its current configuration until 2012. In addition, the right in/right out traffic configuration at Highwood Drive and TH 169 will remain in place until 2012.

Frontage roads on I-494 will reopen over the winter. However, there will be no access to the scheduled underpasses



of TH 169. These underpasses will be constructed in 2012.

For more information, call the project hotline at 877-563-4768, contact Deputy Director of Public Works Jim Gates at 952-563-8730 or visit the City’s website.

WEBSITE KEYWORDS: 169 494 IMPROVEMENTS.